

BookletChart™

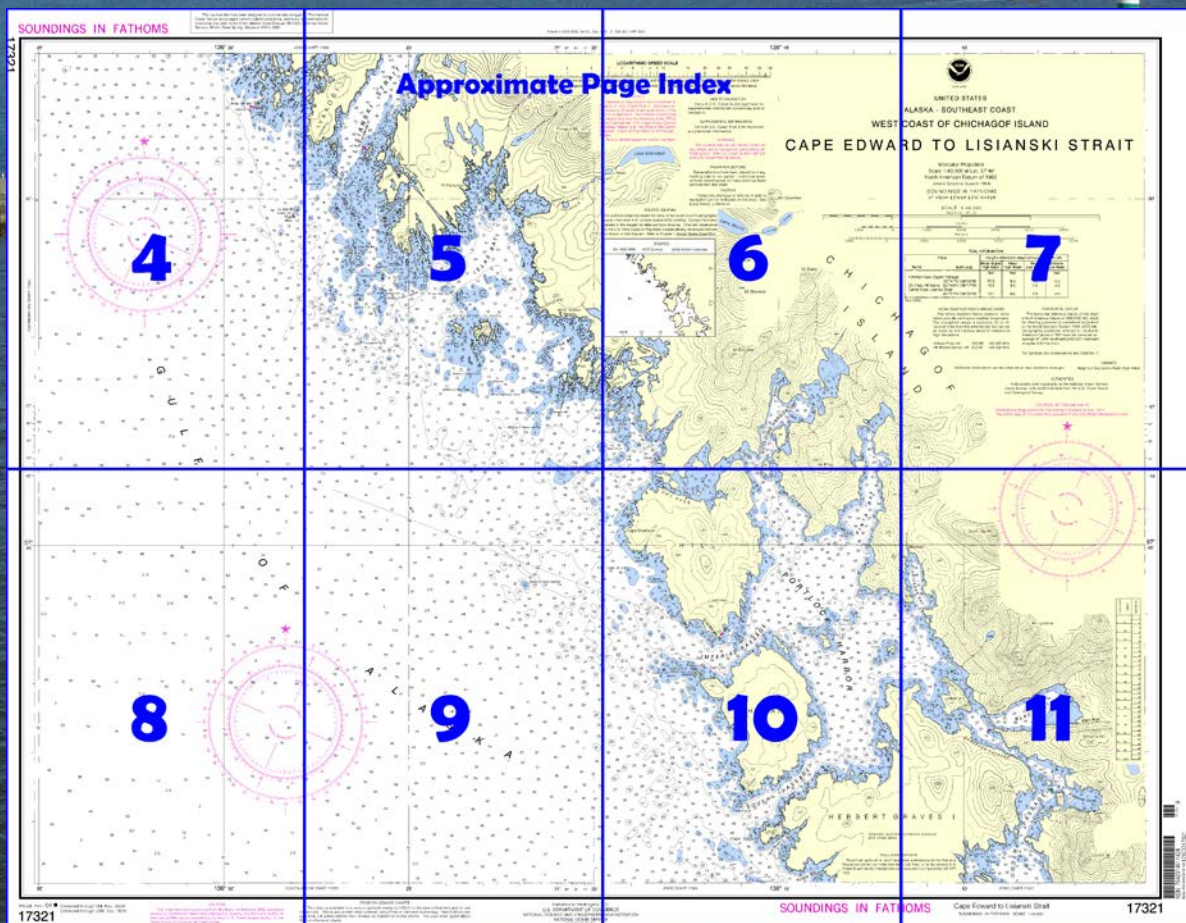
Cape Edward to Lisianski Strait NOAA Chart 17321



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17321>.



(Selected Excerpts from Coast Pilot)

Surveyor Passage is the passage that extends from Portlock Harbor to Ogden Passage NW of Kimshan Cove. Many submerged rocks are in the passage. A daybeacon marks a reef, that uncovers about 7 feet, on the NE side of the passage 0.4 mile SE of Lydonia Island. A rock awash is 50 yards off the NE shore in the narrow part of the passage about 0.5 mile SE of the daybeacon. **Lydonia Island** is a wooded island in the NW end of

Surveyor Passage. The channel W and S of the island is foul, and large vessels always use the E channel.

Minnie Reef, marked by a daybeacon and which uncovers about 5 feet,

is in the main channel N of Lydonia Island. The area between the reef and the island is very foul.

Black Bay extends for 1.2 miles E from Surveyor Passage, and has two islands obstructing its entrance. The best passage into the bay is between Point Lydonia and the northernmost of these islands, although small boats can pass between them. The shoreline is steep and rocky except at the head where there is a large sand and gravel flat. Strong winds draw through the bay from the head, and it is not recommended for shelter.

Portlock Harbor is formed on its seaward side by Hogan Island and Hill Island. **Hogan Island** is almost flat-topped and timbered with scrubby growth. The shoreline is very steep and rocky, with practically no sand beach except for small coves, which are unfit for beaching any size boat. **Hill Island** is well timbered except in the NW section, which is almost a flat plateau sparsely wooded with scrub spruce. The highest point of the island is near the center. **Herbert Graves Island**, on the S side of the harbor, is sparsely wooded except for a high, wooded hill on the E part, which is a prominent landmark. The W half of the island is low and rolling with numerous small lakes and swampy areas. **Mount Lydonia**, on Chicagof Island E of the harbor, is a prominent landmark and the highest mountain in the vicinity.

Portlock Harbor is used chiefly by boats going through the inside waters to Ogden Passage. It has three entrances from the sea: South Passage, Imperial Passage, and Dry Pass. Imperial Passage is used by most vessels, although South Passage is equally good. Dry Pass is foul and is used only by small boats.

South Passage is between Cape Edward and **Point Hogan**, which is the S point on Hogan Island. Reefs extend for 0.3 mile S from Point Hogan.

Imperial Passage, between Hogan Island and Hill Island, is the main entrance into Portlock Harbor. The group of islands off the NW side of Hogan Island form a good landmark; the outer ones are grass covered and the inner ones have a few trees. Two reefs, awash, are 500 yards W of the center of the outer islands. The N side of Imperial Passage is marked by **Hill Island Light** (57°43'39"N., 136°16'36"W.), 60 feet above the water, and shown from a square frame with a red and white diamond-shaped daymark on the S end of Hill Island.

Peer Island, a bare rock 20 feet high, is in the passage about 500 yards E of the light, and there is a shoal that extends 150 yards S of this rock, with a least depth of 1½ fathoms. Several shoal areas are off the entrance to the passage where a heavy sea will break.

Didrickson Bay has its entrance on the E side of Portlock Harbor 0.7 mile NNE of **Lock Island**. Between submerged rocks and reefs on each side, the entrance is deep and clear. A 6-foot waterfall at the head of the bay can be seen from the entrance. Good anchorage can be had near the head of the bay in 5 to 16 fathoms, mud bottom.

Pinta Bay extends N for 2.1 miles from Portlock Harbor. Two small, wooded islands on the W side of the entrance are joined by a reef that bares. E of these islands the entrance is clear.

Goulding Harbor, at the NW end of Portlock Harbor, has two branches. **Baker Cove** is the N branch. The NE branch terminates in a shallow cove, bordered with sand and gravel flats. With local knowledge it is possible to take launches of 4 feet or less draft to the head of the cove where a large stream empties into the bay. Small craft can anchor near the flat at the head of the cove. Soundings taken at the entrance to the NE branch show a depth of 1 fathom on a reef of considerable size that extends from the S point of the entrance to the arm.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Mercator Projection

Scale 1:40,000 at Lat. 57°46'

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.349' southward and 6.601' westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK KZZ-86 162.425 MHz
Mt. Robert Barron, AK KZZ-87 162.450 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

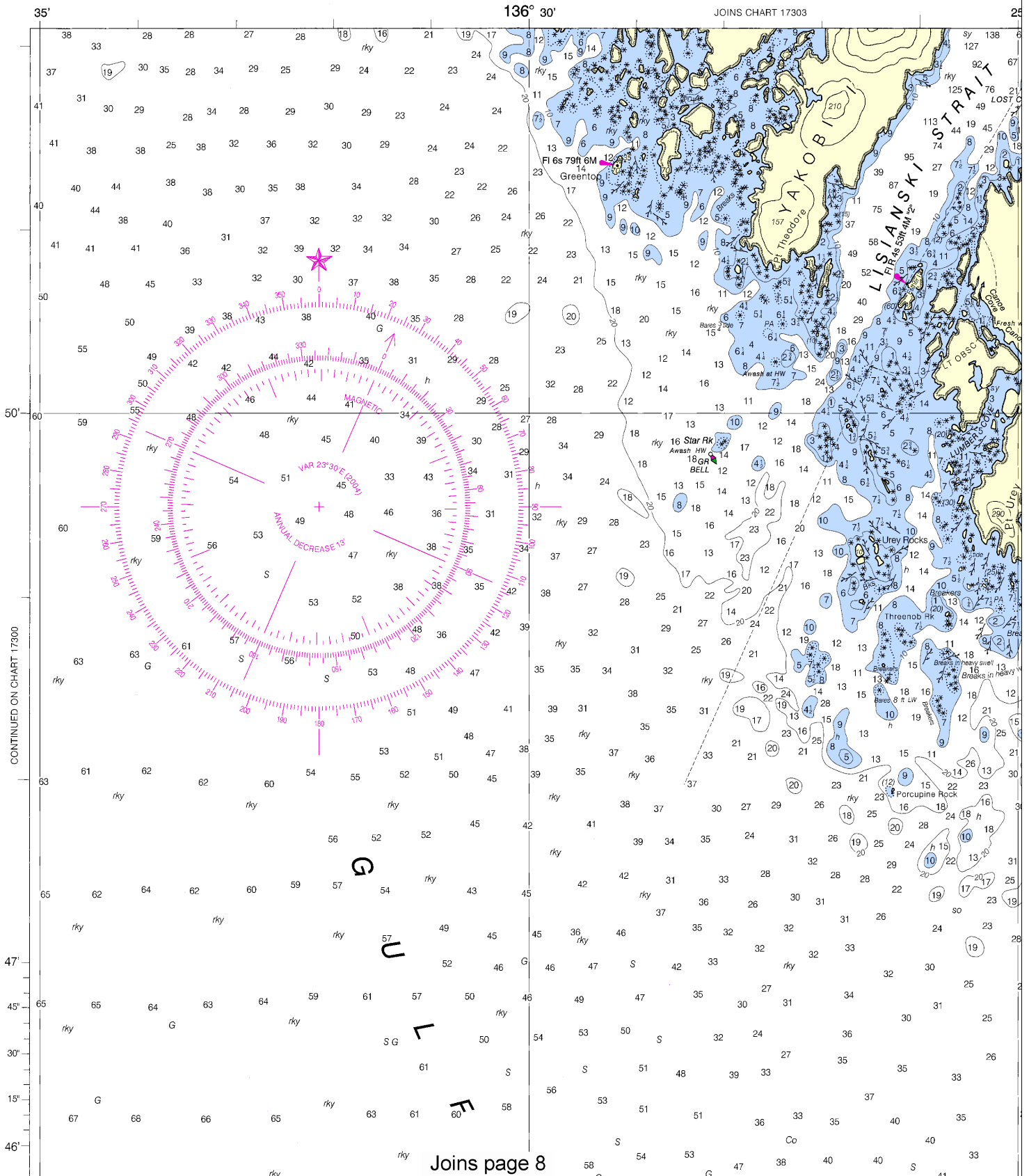
Place Name (Lat/Long)	Heights referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Kimshan Cove, Ogden Passage (57°41'N/136°06'W)	feet 10.5	feet 9.3	feet 1.5	feet -4.0
Dry Pass, Hill Island (57°46'N/136°17'W)	10.2	9.3	1.4	-4.0
Canoe Cove, Lisianski Strait (57°51'N/136°25'W)	10.1	9.2	1.3	-4.0

(Sep 2004)

SOUNDINGS IN FATHOMS

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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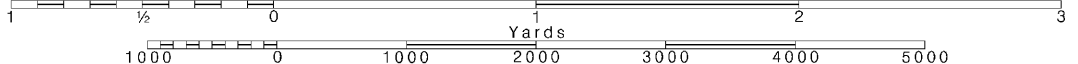
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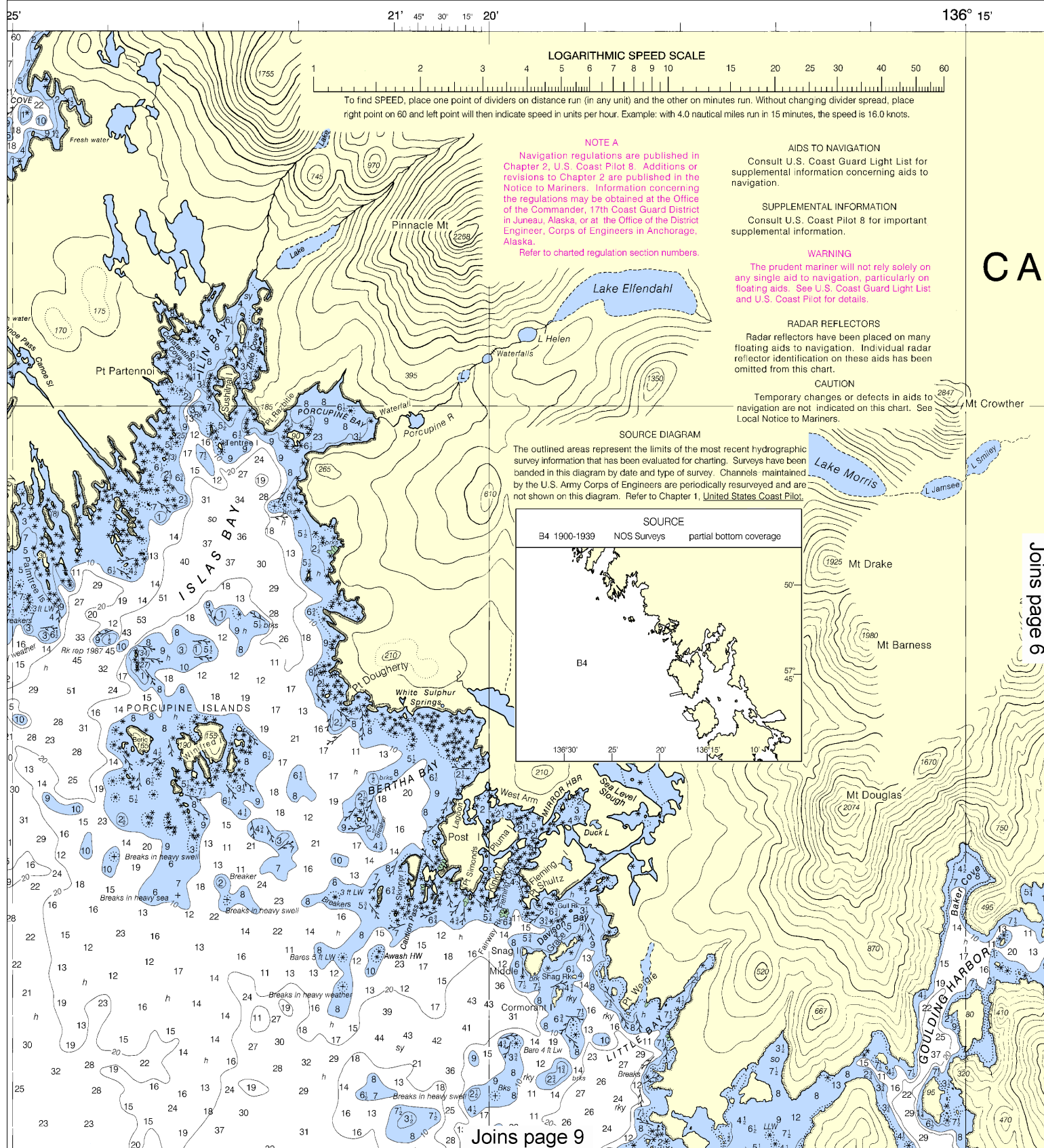
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

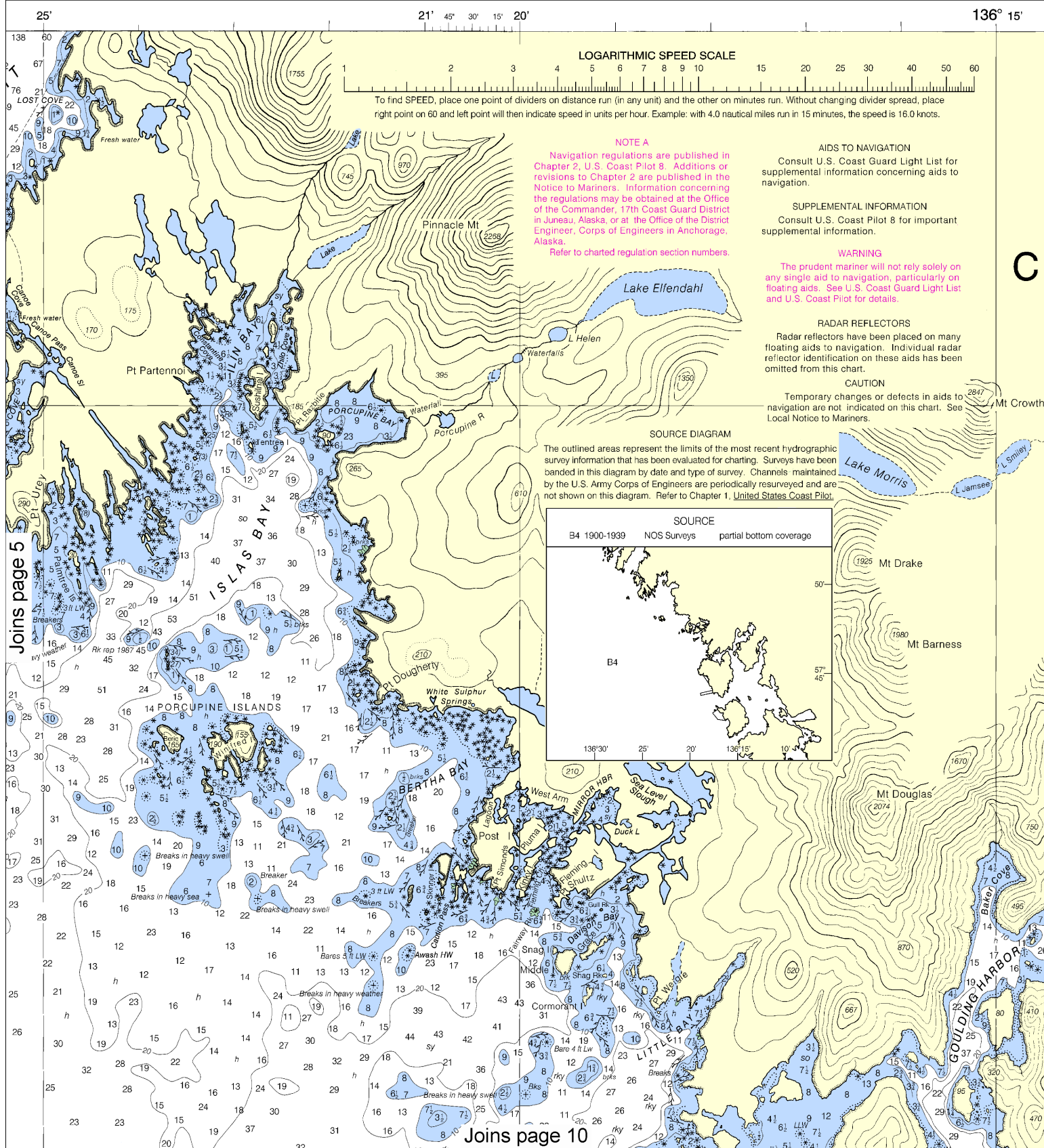
SCALE 1:40,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



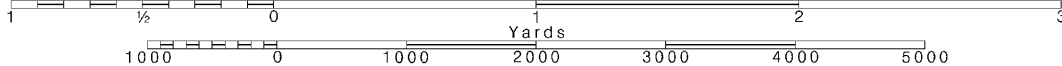
6

Note: Chart grid lines are aligned with true north.

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SCALE 1:40,000
Nautical Miles

See Note on page 5.





UNITED STATES

ALASKA - SOUTHEAST COAST

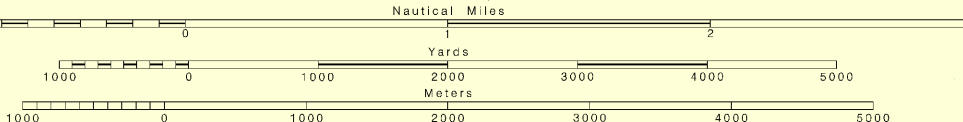
WEST COAST OF CHICHAGOF ISLAND

APE EDWARD TO LISIANSKI STRAIT

Mercator Projection
Scale 1:40,000 at Lat. 57°46'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SCALE 1:40,000



TIDAL INFORMATION

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(Sep 2004)

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For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Additional information can be obtained at nauticalcharts.noaa.gov.

Heights in feet above Mean High Water.

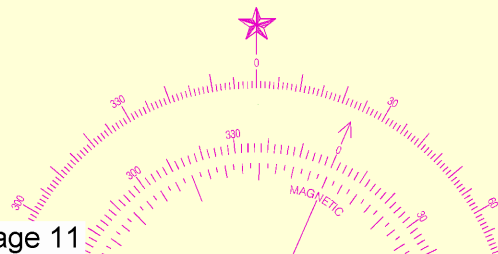
AUTHORITIES

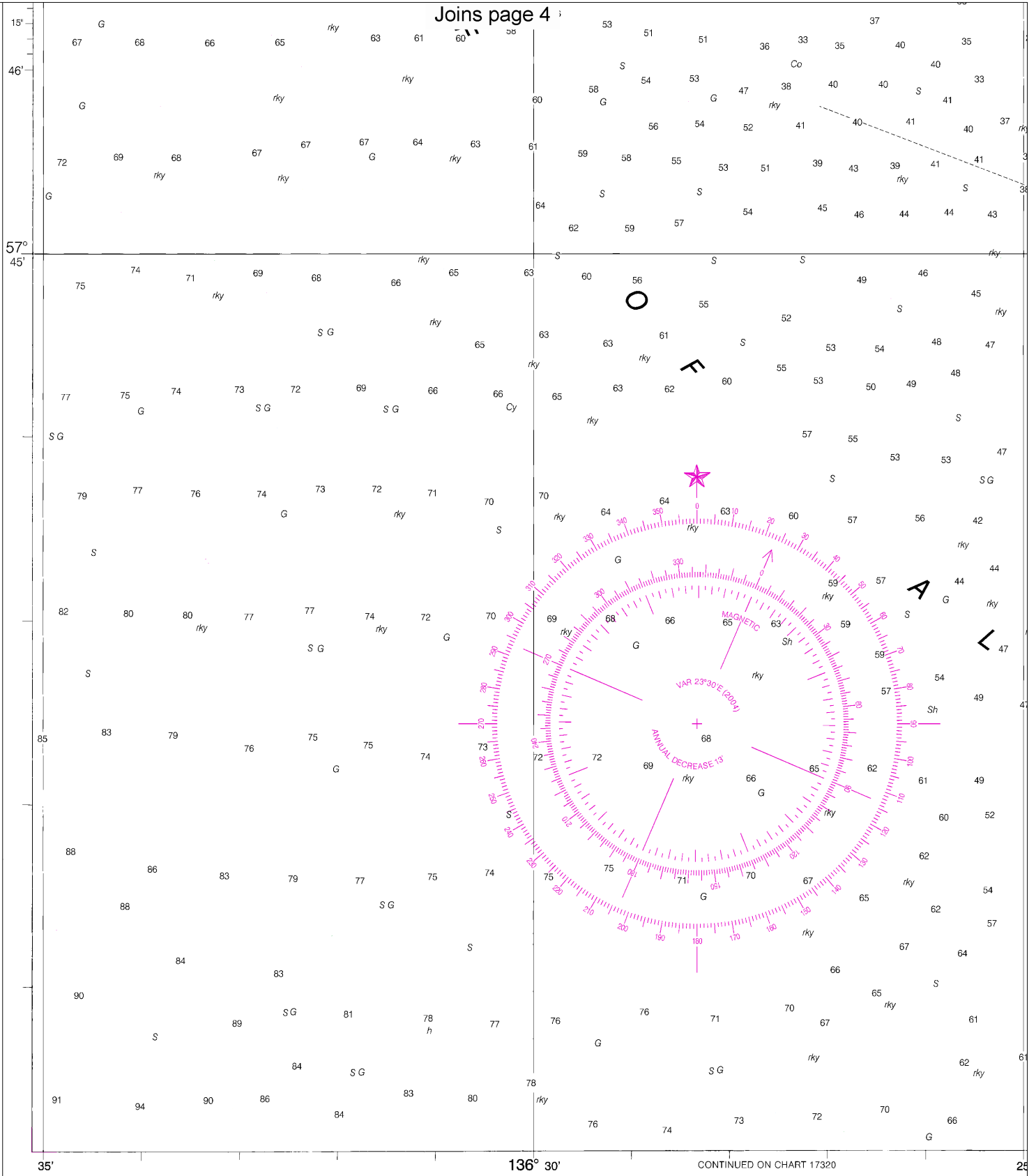
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

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International Regulations for Preventing Collisions at Sea, 1972.
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Joins page 11





9th Ed., Nov./04 ■ Corrected through NM Nov. 06/04
Corrected through LNM Oct. 19/04

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CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA corrections. Charts are printed when ordered using Print-on-Demand available 5-8 weeks before their release as traditional NOAA Print-on-Demand charts.

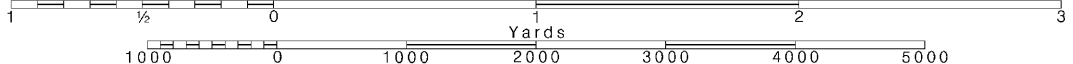
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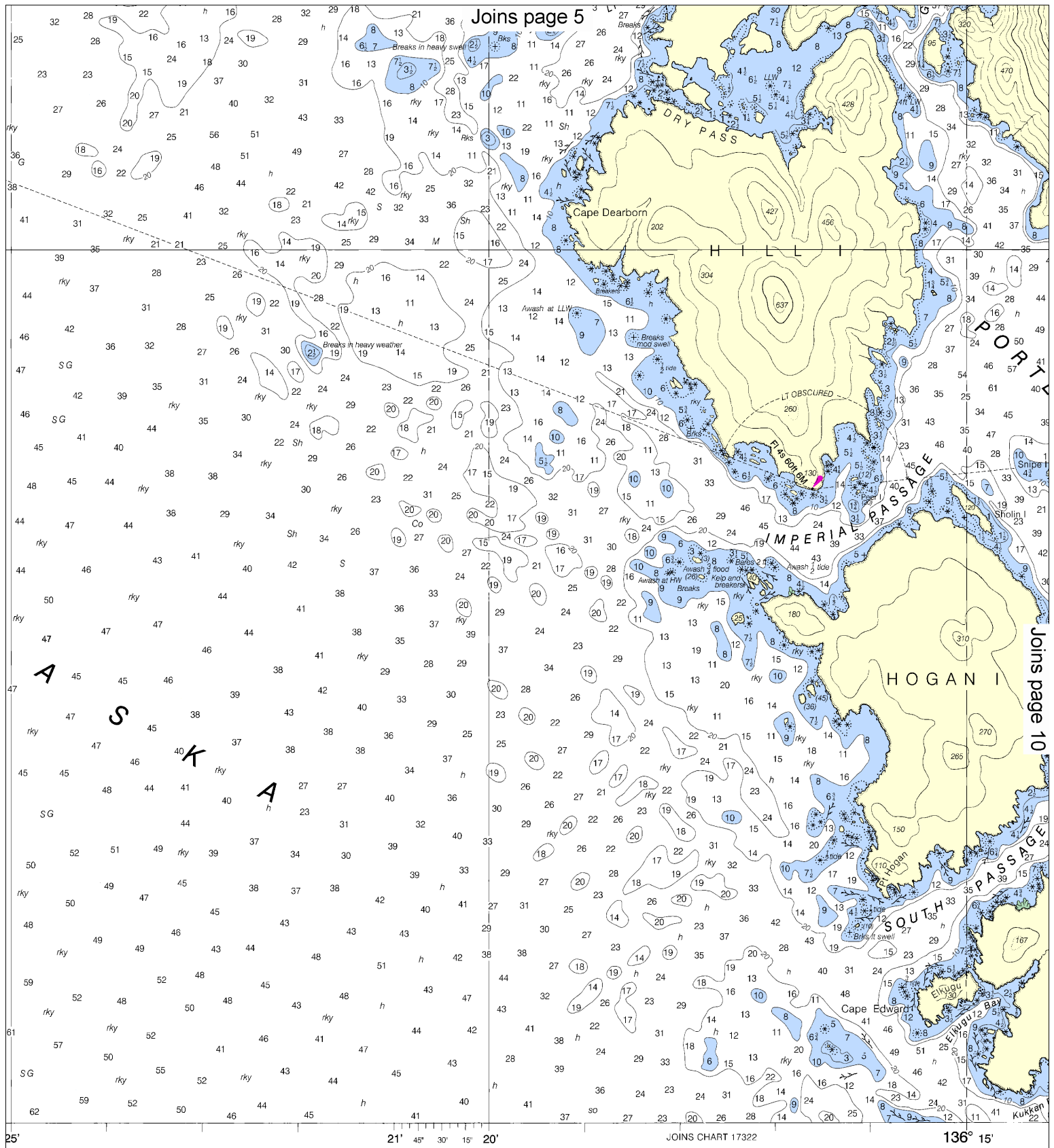
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



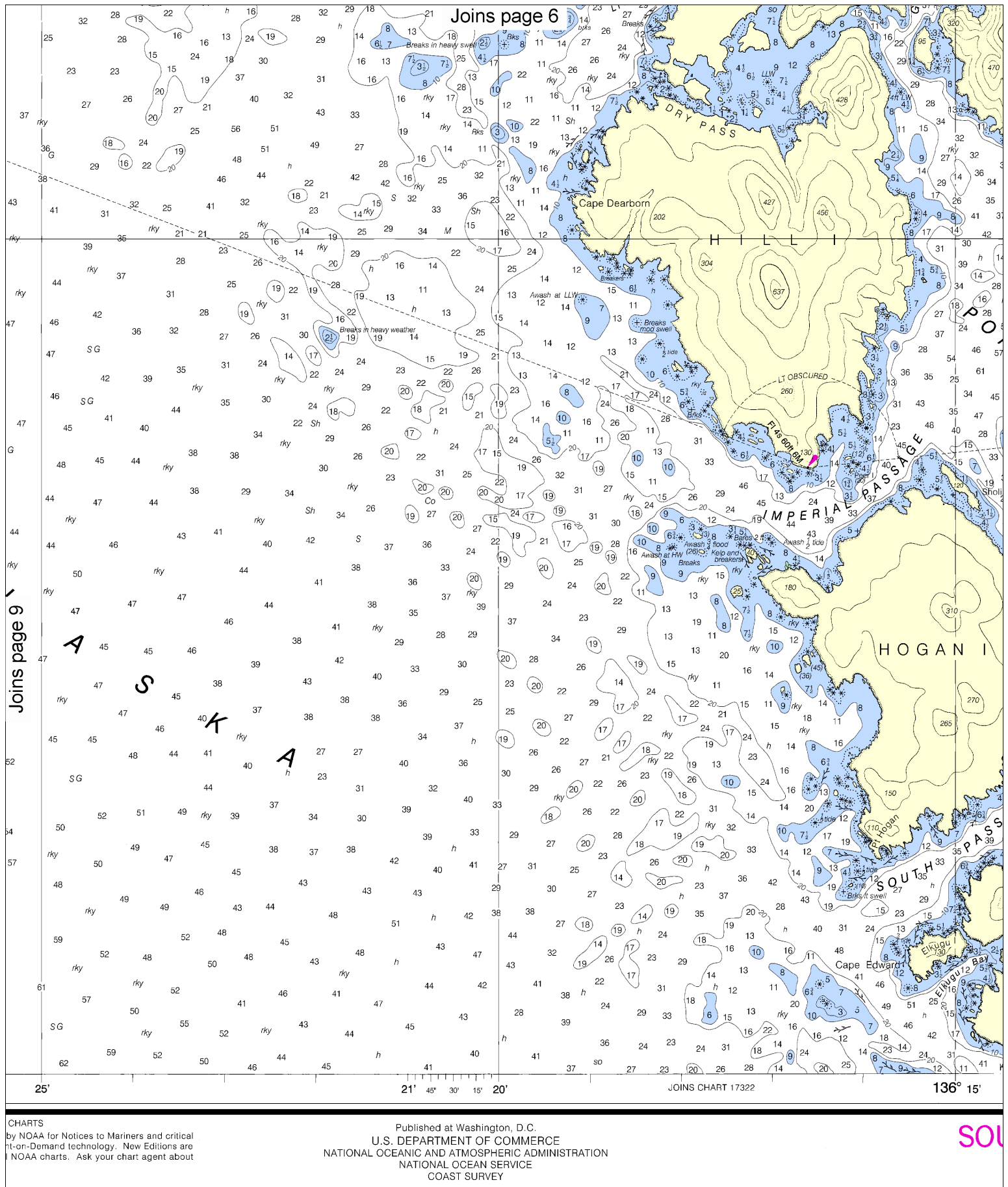


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NATIONAL OCEAN SERVICE
COAST SURVEY

SOUND

9



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Joins page 6

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NATIONAL OCEAN SERVICE
COAST SURVEY

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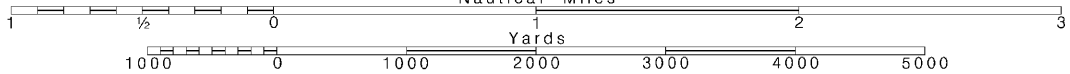
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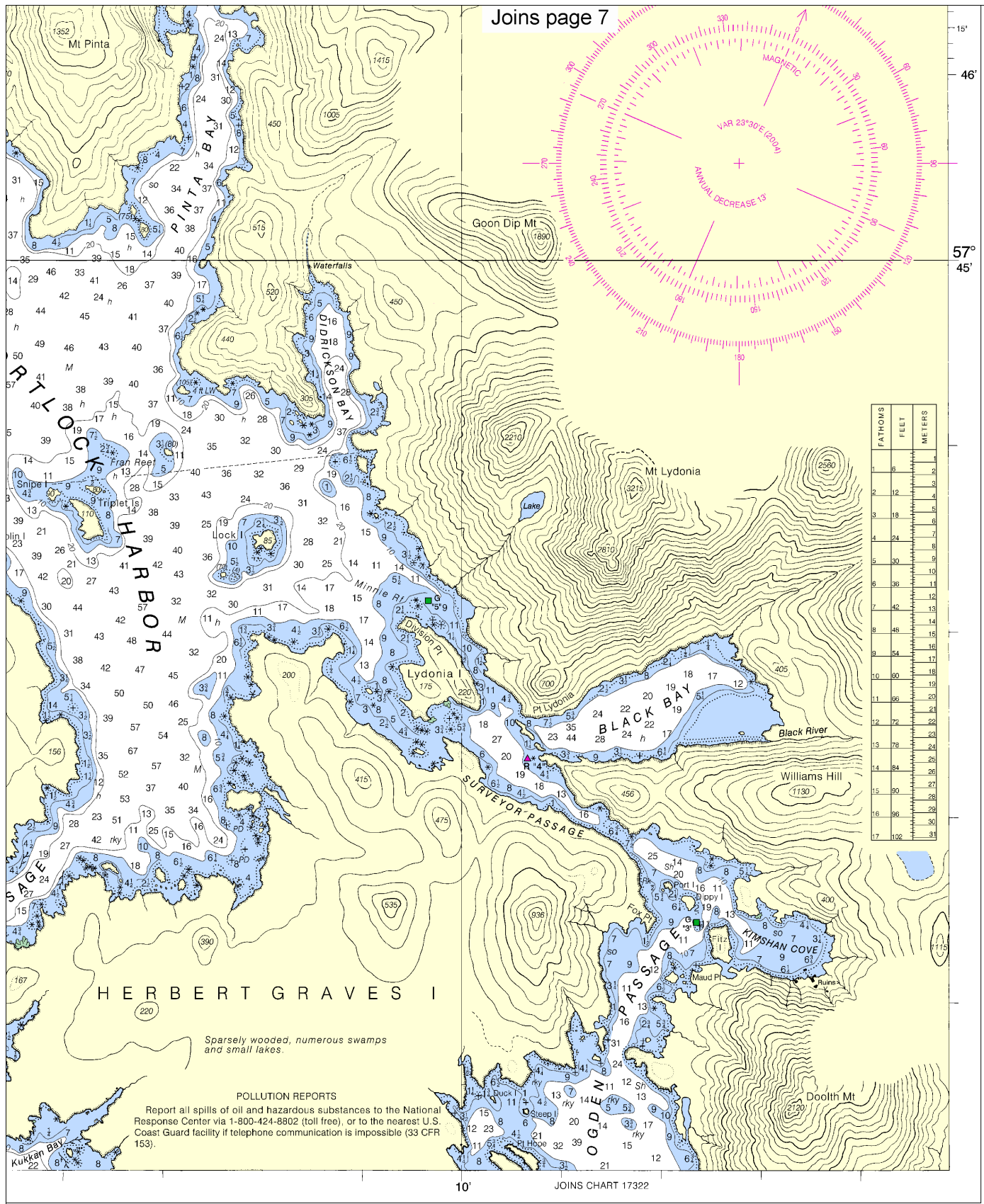
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FATHOMS

Cape Edward to Lisianski Strait
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17321

ED. NO. 9
NSN 7642014011424
NGA REFERENCE NO 17XCO17321

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

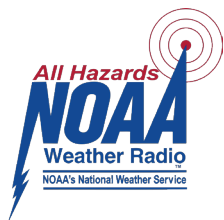
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker